to note in this context that Mr. S. Venkitaramanan, Governor, Reserve Bank of India has ever since the securities fraud at SBI became public, been stating that it is the Reserve Bank of India which has detected the fraud." It means the State Bank of India Managing Director is very clear about it, that it was the State Bank of India which detected the fraud. In this case also, the hon. Finance Minister is wrong. May I know whether he is aware of this letter? A lot of things are written in this letter. What would he like to do in this context?

THE DEPUTY CHAIRMAN: You may say he is not right. You may not use the word 'wrong'.

SHRI MANMOHAN SINGH: Madam, I cannot go by press reports. On the basis of evidence which I had seen. I stand by what I have stated. (*Interruptions*)

THE DEPUTY CHAIRMAN: I am going by the list. (*Interruptions*). We can go to the next question. (*Interruptions*). We have already a Short Duration Discussion before the House. Whatever you have in your mind, you can speak at that time. Shri Jagesh Desai.

SHRI JAGESH DESAI: Madam, for the first time in the history of this country four foreign banks' accounts are ordered to be audited by a Special Auditor. There will be pressures because all the four banks are from U.K. and U.S.A. I hope the Government will see that audit is done, in depth, the guilty are punished and if necessary, their licence are cancelled. At para 7 in the second interim report of the Janakiraman Committee, it has been mentioned that in several banks reconciliation is not completed as yet though two months have passed. I fear that many such scandals may come to the surface after reconciliation. I would like to know from the hon. Minister as to which are these banks whose accounts have not yet been reconciled. What are the reasons for not reconciling the accounts? What steps is the Government taking to see that their accounts are reconciled immediately so that if there are frauds, they may come to the surface?

SHRI MANMOHAN SINGH: Madam, with regard to the special audit, the Reserve Bank has already ordered the special audit with respect to the our foreign banks. I can assure this hon. House that all banks, including foreign banks, have to abide by the laws of our country. If anybody violates these laws, action will be taken against him.

THE DEPUTY CHAIRMAN: There is Q. No. 85 regarding that. (*Interruptions*).

SHRI JAGESH DESAI: Madam, reconciliation is the most important aspect. (*Interruptions*).

Grounding of Pawan Hans helicopters

*82. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that three Dauphin helicopters of Pawan Hans Ltd. suffered damage within a week in June, 1992 in three sparate incidents resulting in their grounding;

(b) if so, what are the details of the incidents and the reasons for which the helicopters were damaged;

(c) what is the extent of loss suffered by the company;

(d) whether any enquiry has been held into these incidents; and

(e) if so, what are the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (DEPARTMENT OF CIVIL AVIATION): (SHRI M.O.H. FAROOK): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) to (e) 1. On 16th June, 1992 a Dauphin helicopter VT-ELE at Bombay while on a flight to an offshore rig at Bombay High experienced governor mal-

functioning and one engine was shut down. The helicopter made a safe landing.

2. On 19th June, 1992 on a Dauphin helicopter VT-ELS during a flight check, one of the engine cawling panels opened and flew off damaging the tail stablizer. The extent of damage is estimated at Rs. 11.00 lakhs. The helicopter has since been repaired.

3. On the night of 20th June, 1992 a Dauphin helicopter VT-ELF parked at an offshore rig in Bombay High over-turned due to gale. The helicopter has since been brought to Pawan Hans base at Juhu. The total loss is estimated at Rs. 1.00 crore approximately. The helicopter was insured with an initial deductible of Rs. 40.00 lakhs which will have to be borne by Pawan Hans and the balance is recoverable from the Insurers.

All the three incidents are under investigation by Director-General of Civil Aviation.

SHRI VIREN J. SHAH: Madam, the statement laid on the Table of the House mentions about three Dauphin helicopters owned by Pawan Hans Ltd. which were damaged in a short period on 16th June, 1992, 19th June, 1992 and 20th June, 1992. I would like to know the total number of Dauphin helicopters owned by Pawan Hans Ltd. How many of them have been in use without being damaged, without a single accident so far? Even the repair of these three helicopters alone will cost Rs. 60 lakhs to the Pawan Hans organisation. How many of these helicopters were purchased and how many of them had accidents at one time or another?

SHRI M.O.H. FAROOK: Madam, as far as Dauphin helicopters are concerned, we have purchased 27 Dauphin helicopters. Out of the 27 helicopters, we have transferred six to the State Governments and two we have lost in the accidents. The balance available with the company is 19.

SHRI VIREN J. SHAH: Out of the 27 helicopters, how many of them met with an accident at one time another?

SHRI M.O.H. FAROOK: Two helicopters met with accidents and were lost. Then there are these three accidents which have happened and two more have happened afterwards. That is all.

THE DEPUTY CHAIRMAN: You can calculate. Two, three and two comes to seven.

SHRI VIREN J. SHAH: I would like to know whether only seven helicopters out of twenty-seven since the date of purchase met with accidents and no other helicopter met with an accident. That is part of my question. I am not asking a second supplementary. But I am afraid this is not the correct information. Would the hon. Minister clarify that?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): Madam, it is very difficult to categorise what he means by accidents. When you have a fleet of helicopters or a fleet of aircraft, there are bound to be sometimes minor snags turning up and in any fleet—a fleet of nineteen that we have left—approximately two to three will always be under maintenance-checks. I can't say that those are accidents. You have talked about some accidents. In fact, only one really was involved in an accident because it was not lashed down probably and there it is an enquiry going on into that, but the other two are also... (*Interruptions*)

THE DEPUTY CHAIRMAN: Just a minute. Let him finish, please. (*Interruption*)... No, no; he is explaining (*Interruption*)... If you are not satisfied, you have a chance to ask another supplementary.

SHRI MADHAVRAO SCINDIA: Madam, there has to be a distinction between accident and incident. Now you have asked about accidents and we have given you the information about accidents, minor only. Beyond this, really for every incident that might have taken place I will have to go into great detail because these sort of snags sometimes appear. Overall, the Dauphin has performed quite credit-

ably and I would just like to tell the hon. Member that from a total of 11,800 flying hours in 1987-88 we have now done in 1988-89 almost 15,000 flying hours. So fleet utilisation has also increased. I would also like to tell the hon. Member that Pawan Hans from losses in 1986-87 up to 1988-89, has ended up the year 1991-92 with an estimated profit of Rs. 16.42 crores and I think Pawan Hans team really needs to be congratulated and appreciated in this matter so that they are motivated more and encouraged.

THE DEPUTY CHAIRMAN: Second supplementary.

SHRI VIREN J. SHAH: I am very glad that the hon. Minister is motivating the different organisations which is as it should be, provided they are doing right. My second supplementary is this. Are Dauphin helicopters in different parts of the world accepted as good helicopters? There is a general report in aviation industry that these helicopters are accident-prone and should be avoided. Is there any such information available with the Aviation Ministry or are we generally not keeping such awareness of what is going on in international civil aviation? ... (*Interruptions*)...

SHRI MADHAVRAO SCINDIA: There is no such information available. In fact, to the best of my knowledge the Dauphin helicopter has acquired a good reputation in its international operations.

SHRI SURESH KALMADI: Madam, we have come to this accident and incident on the Dauphin helicopters in a period of one week. Before that, there have been a lot of accidents and incidents on the Westland helicopters owned by the Pawan Hans Ltd. I would like to what Pawan Hans has done and what the Ministry has done about the heavy losses incurred by Westland; whether the British firm which manufactures Westeland has given some financial package because they have not honoured the various guarantees in the life of Westland; what losses the Government of India withstood because of the losses of Westland; what the total losses are that we have incurred and how much the British firm has repaid for these losses.

SHRI M.O.H. FAROOK: I would like to submit to this hon. House that the question concerned is about Dauphin, not Westland. If Westland is to be... (*Interruption*)...

THE DEPUTY CHAIRMAN: Let him finish.

SHRI SURESH KALMADI: Madam, when we are talking about the losses of Pawan Hans, Westland is very much part of it.

SHRI M.O.H. FAROOK: Madam, the the loss of the company.

SHRI SURESH KALMADI: Madam, part(c) is very clear: what is the extent of loss suffered by the company? I am very much within my right to ask about the loss of the company.

SHRI MADHAVRAO SCINDIA: Can I just support the contention of my hon. colleague that this is a question which really pertains to the operations of Dauphin and Westland would require notice? However, without necessarily opening this question upon Westland because Westland is quite separate, I think a separate notice is required—I would like to say and again inform the hon. Memebrs, Viren Shahji and Sureshji, that this profit of Rs. 16.42 crores has been made in spite of taking into account the entire depreciation on the Westland fleet which accounts to almost Rs. 15 crores on a fleet, which is totally unproductive, sitting on the ground. Over and above that, after having covered the depreciation, they have made profit.

THE DEPUTY CHAIRMAN: Shri Mohammed Afzal.

SHRI SURESH KALMADI: There is no question of depreciation because Westland is free. How can there be the question of depreciation on Westland? You have got them free.

SHRI MADHAVRAO SCINDIA: "We may have got them free, but once they become the campany's assets depreciation

has to be charged and the balance sheet will have to reflect that."

THE DEPUTY CHAIRMAN: Shri Mohammed Afzal.

श्री मोहम्मद अफजल उर्फ मीम अफजल: मिनिस्टर साहब से मैं यह जानना चाहता हू जो बहुत ही अहम सवाल पूछा है कि सिर्फ पांच दिन के अन्दर एक ही कम्पनी के तीन हेलीकोप्टर चाहे उनका हाससा हुआ या जो भी बताया गया है, तो क्या आपको इसमें लगता है कि कोई फाउल ले ऐसा पहले कभी हुआ है ? दूसरी बात, जो आपने 19 हेलीकोप्टर के बारे में कही है, तो क्या मंत्री जी के पास इसकी डिटेल्स हैं कि 19 हेलीकोप्टर चाहे वह हादसा हुआ हो या कोई इन्सीडेंट हुआ हो, एक लाख से ऊपर उनका डेमेज कितनी बार हुआ और उसका टोटल लौस अब तक कितना है ?

شری محمد افضل عرف م۔ افضل: منسٹر صاحب سے میں یہ جاننا چاہتا ہوں کہ جو بہت ہی اہم سوال پوچھا ہے کہ صرف پانچ دن کے اندر ایک ہی کمپنی کے تین ہیلی کوپٹر چاہے ان کا حادثہ ہوا یا جو بھی بنایا گیا ہے تو کیا آپ کو اس میں لگتا ہے کہ کوئی فاؤل پلے ایسا پہلے کبھی ہوا ہے۔

دوسری بات۔ جو آپنے 19 ہیلی کوپٹر کے بارے میں کہی ہے تو کیا منتری جی کے پاس اس کی ڈیٹیلس ہیں کہ 19 ہیلی کوپٹر چاہے وہ حادثہ ہوا ہو یا کوئی انسیڈنٹ ہوا ہو۔ ایک لاکھ سے اوپر ان کا ڈیمیج کتنی بار ہوا اور اس کا ٹوٹل لوس اب تک کتنا ہے۔

†Transliteration in Arabic Script.

SHRI M.O.H. FAROOK: Sir, the total loss has been given in the answer itself. But as far as the other 19 helicopters are concerned, they are in good order and they are working and we have deployed them for the service of various companies.

THE DEPUTY CHAIRMAN: Question No. 83.

SHRI MOHAMMED AFZAL *alias* MEEM AFZAL: Madam, I have asked for...

THE DEPUTY CHAIRMAN: Question No. 83.

Metering of Local Calls beyond 5 minutes

*83. SHRI SUBRAMANIAN SWAMY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that M.T.N.L has recently, introduced the system of time metering on local calls beyond 5 minutes;

(b) if so, whether it is a fact that numerous subscriber organisations, individuals and elected representative have protested against the introduction of this 5 minutes call system; and

(c) if so, what steps Government have taken to discontinue this scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Some representations have been received.

(c) The Department has examined them. Since this scheme gives an advantage of decongestion resulting in better efficiency. It is not proposed to discontinue the same.

SHRI SUBRAMANIAN SWAMY: Madam, the question is a matter of